



Galt Traffic



Galt Airport, Greenwood,
Illinois (10C)

Newsletter from Galt Airport and EAA Chapter 932

March 2018



Gulfstream G550

MY VISIT WITH UNCLE RANDY

By Ron Friend

My name is Ron Friend. My wife, Lori and I got involved with aviation relatively late in the game. I was born when Dwight D. Eisenhower was president and it was in September of 2015 when I enrolled in the JB Aviation Ground School, purchased my first aircraft a 1979 Cessna 172N, moved in to Hangar E1 at Galt Airport and started my flying lessons. In November of 2016 I became a certified private pilot.

My fascination with everything aviation has taken control of my life. I can't fly enough, talk aviation enough, learn aviation enough and I just can't be around aviation enough. Fortunately, my wife loves aviation as much as I do. That is important to me. Equally as important to me are all the interesting aviation friends I have made at Galt. Through these aviation friends I am able to talk to them and learn from them about aviation on all its levels.

I am lucky to have a family member who also loves aviation as much as I do. He is my uncle (Randy Hutton). All my life I had an extreme fear of flying and for 30 years he tried to help me overcome that fear. His persistence paid off. He was able to educate me enough to the point where I was able to overcome my fear of flying.

Uncle Randy is the Senior Director of Global Aviation Services for McDonald's Corporation. He is a

37 year veteran of business aviation. In his role at McDonald's, he is responsible for the recruitment and hiring of pilots, flight attendants, technicians and administrative people to manage and fly the Company aircraft. He also maintains currency as an International Captain on their Global 6000 and Gulfstream 550 aircraft.

I recently had a discussion with Randy that was started when I asked him about a news article I was reading that indicated that there is going to be a pilot shortage in the United States. When I asked if he thought the pilot shortage was real, Randy's response was a resounding "yes." "It is real, and it is here." The airlines are hiring at an unprecedented rate and its creating a huge vacuum in the industry. However, it's important to point out that this airline hiring spree is also creating exciting new job opportunities in business aviation.

Business aviation has always had a challenge with recruitment. This is generally because little is known about it. Most of the big aviation schools (Embry Riddle, UND, SIU, etc.) tend to point their graduates toward the commercial airlines. This is primarily because this is what they're most familiar with. Unfortunately, in doing that, a unique and wonderful career opportunity may be overlooked.

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In this global economy, business aviation has emerged as a major force in international commerce. Aircraft such as the Global 6000/7000, Gulfstream 550/650 and Falcon 7X/8X have given business executives the capability to comfortably travel from Chicago to Russia, China and South America - non-stop. With one stop, these aircraft can make South Africa, Australia, Malaysia, Saudi and the UAE.

The days of the Sabreliner and JetStar are gone giving way to advanced, ultra long-range business aircraft. Systems like auto-throttle, auto-spoiler, auto-brakes, synthetic vision and HUD EVS were only available on a modern airliner. However, they are now standard equipment on many of these new generation business aircraft. CPDLC, ETOPS and RNP-AR operations are also commonplace.

One of the most attractive benefits of the airlines has always been the career earnings potential. Unlike corporate salaries, the commercial airlines publish their salary data and many aspiring pilots go right to the top left of the page to see the \$328 per hour 777 Captain pay. A few things to keep in mind here; it takes a long time to get to that level and not every airline pilot earns (or will earn) that type of salary.

2017 Gallagher Aviation Compensation Survey:

Gulfstream G650 Captain – Senior; salary ranges between \$191,466 and \$217,095 including bonuses, based on 2017 data and will typically increase by 2-3% annually.

It is important to point out that most large corporations also provide various Stock Options, as well as 401K matching and tuition reimbursement. Some companies also provide pension plans. While it's hard to argue with the airline pay scales, this must be balanced with an understanding of the difference between these two distinct career fields. I liken this to trial lawyers versus corporate lawyers. They are both lawyers, but the jobs are vastly different and there are pros and cons to each.

A corporate pilot flying for a large company can typically expect to fly between 350-450 hours per year. In contrast, an airline pilot will fly between 850-950 hours per year. Airline pilots will generally have a set schedule, while corporate flying is very diverse. In a corporate environment, you may be in Philadelphia one week and Tokyo the next.

Airline pilots are paid by the hour, while corporate pilots are typically salaried employees. Airline pilots are paid a per diem for meals while corporate pilots are reimbursed for actual expenses.



Interestingly enough, one of the most compelling differences between the airline and corporate environment is the relationship between coworkers. At a major airline, you probably won't know the pilot you're flying with and you may never see him/her again (UAL has over 12,500 pilots). In a corporate flight department, you typically become very close with your coworkers.

In most cases, they become your extended family. This has an intrinsic value in your daily work life especially over time.

In my conversation with Uncle Randy, it is apparent that the pilot shortage is indeed here. It is also very apparent that business aviation offers an exciting alternative to the commercial airlines.

Without question, airlines such as United, Delta and American offer a wonderful career path for a young aviator. However, as you ponder a career as a pilot, be sure to give business aviation a serious look. You may be surprised by the exciting and unique opportunities offered by this fascinating industry.

I would like to thank Uncle Randy for allowing me to visit the McDonald's Corporate Aviation Hangar and spend an afternoon being up close and personal with their aircraft and also for talking aviation with me.

It doesn't get much better than that!



Galt Grass Roots – Meet Erika Morgan

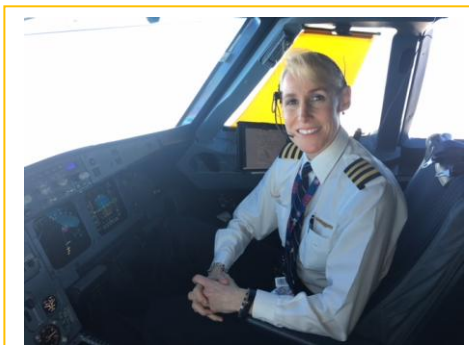
By Arnie Quast and Erika Morgan

During my trips with United Airlines I am always working with some very interesting aviation professionals. Recently on a 2-day line trip I had the pleasure of working with First Officer Erika Morgan. At the start of most trips as airline pilots we often "break the ice" when we first meet each other if we have not flown together before. We often do that by sharing a little bit of our background information, and how we got started in flying. As we started flying together, Erika and I exchanged information about where we got our starts in aviation. After mentioning that I was the president of EAA 932, Erika mentioned that she grew up in Marengo, IL, and started her flying career at Galt Airport back in the 80's. Her father, Rolf Schoelkopf, retired from United as an Airbus 320 Captain in 1999. He also had a Cessna 205 that was based at Galt. Many professional aviators get their start working and flying at small airports across the nation. I thought Erika's story was worthy of sharing in Galt Traffic! ~ Arnie Quast

I enjoyed a wonderful start to my career at Galt Airport in 1986. The family atmosphere and small airport feel, complete with grass strip made learning to fly a joy. I remember an exhilarating moment in a Cessna 152, when my instructor Tom Tiberi had me pull over in the Runway 27 turn around, endorsed my logbook and hopped out to cut me loose for my first solo. I recall the many happy hours of hangar flying with the "old salts" and even landed my first job in aviation working in the office and line service under Carla Nussbaum. Mr. Galt (he will always be "Mr. Galt" to me) would stop in and regale us kids with a story or two, dropping a bit of wisdom along the way.

I often fly with pilots at United who have an association with Galt and it brings a smile to my face to hear that even over the many years since I called Galt my home airport, it hasn't lost any of its wonderful charm and character.

After obtaining my Private license at Galt I went onto Lewis University earning a bachelor degree in Aviation Flight Management along with my pilot certifications. I became an instructor at Lewis and then went on to join Zantop Airlines and Connie Kallita's American International Airways, flying cargo around the world in the Lockheed L-188 and Douglas DC-8. Along the way, I had wonderful experiences being based in Alaska and Scotland. I spent a year doing corporate flying in Milwaukee before landing my dream job at United Airlines, where I was the last Flight Engineer hired at the airline. Since that time, I've flown the B737 and the Airbus A320 - my beloved "Fifi". I have had an amazing career, and I still tell people that every day I go to work; it's with a smile on my face. It all started at Galt Airport and I will forever feel a special connection with that great, hometown airport. ~ Erika Morgan



First Officer Erika Schoelkopf-Morgan
Erika is married, and has three children.
She currently resides in London, England,
and is based at Chicago-O'Hare (ORD)
with United Airlines.

**Saturday
March 24th 2018**



Game Shows **Dinner** **Silent Auction**

5:30pm



\$30

For more information or to RSVP and purchase tickets visit the
Galt Airport Facebook page or EAA932.org

EAA Chapter 932 Scholarship Committee
Galt Airport 5112 Greenwood Rd. Greenwood, IL

President's Report

Greetings EAA Chapter 932 Members,

I hope that everyone is working their way through this cold winter we are having. With all of the extreme weather and snow that we have had, it has been a bit of a challenge to get out and enjoy some good flying days. This past month was somewhat quiet around the airport, but active in terms of our EAA Chapter.

On February 4, EAA 932 Chapter Director Beth Rehm and I attended the annual Chicago Area EAA Chapter Leader Conference at Schaumburg Airport. Beth organized and ran this very productive meeting. We had lively conversation about our individual chapter activities, and some of the challenges and tribulations that we all have among our chapters. I enjoyed meeting and interacting with many of the chapter leaders from our surrounding airports.

During our February 10, chapter gathering, we hosted a very informative guest speaker from the Aircraft Owners and Pilots Association (AOPA). AOPA Great Lakes Ambassador Andy Miller did a great presentation entitled "General Aviation Update". Due to poor weather, attendance at the meeting was light, but the discussion we had during and after Andy's presentation was very engaging. I am hoping to have Andy return to one of our future gatherings. He does a great job presenting, and the AOPA compliments the EAA in many of its initiatives to protect and promote general aviation.

Our chapter board held our monthly business meeting on February 15. Minutes from our meeting are available upon request from Chapter Secretary, Paul Sedlacek. Moving forward, the board for EAA 932 will have regular business meetings scheduled for the third Thursday of every month at 6:30 pm in the Galt Airport FBO. Members at large are always welcome to attend. If you are unable to attend, and wish to provide input to our board, please feel free to contact me and I will bring your ideas to the table.

As March rolls around we will have a chapter gathering on Saturday March 10. We have an interesting guest speaker coming from the Kelch Aviation Museum which is being developed at Brodhead Airport in Wisconsin. Mr. Pat Weeden will talk about the development of the museum. Come on out and join us for coffee, donut holes, hangar flying, and a neat program.

On March 24, our EAA 932 Scholarship Committee will be holding a Game Show Night in the studio at Galt. This will be a fun and social night for everyone.

March 24th Fundraiser



SILENT AUCTION ITEMS NEEDED

*Please consider donating an item to the silent auction to raise money for the Ed Moricoli Flight Training Scholarship Fund.
Email Beth@aaa932.org.*

RSVP today to reserve your seat!

<https://aaa932.org/event/game-show-night-fundraiser/>

Finally, I would like to draw attention to our biggest event of the year coming up on June 16. Mark your calendars for Barnstormer's Day. This event is a lot of fun, and draws a lot of attendance from our local community and surrounding airports. It is also our largest fund raiser of the year. In order for it to run smoothly, we will need volunteers to staff various parts of the event. Last year we served close to 500 pancake breakfasts at this event. Everyone that attended and worked at Barnstormer's Day had a great time. In addition to telling your friends and family, if you know people with vintage airplanes or vintage cars, please have them join us! Please contact Paul Sedlacek at 847.254.7480 for more information.

Thanks to all of you for making Galt Airport a great place to be, and our EAA Chapter a great organization. I hope to see you at our upcoming chapter gathering, and the other events we have coming up. Stay tuned to our website for the latest information about EAA 932. It can be viewed at www.eaa932.org.

AOPA's General Aviation Update with Andy Miller

By Jerry Thomas

On Saturday, February 10, EAA Chapter 932 hosted guest speaker and fellow EAA member, Mr. Andy Miller from the Aircraft Owner's and Pilot's Association (AOPA).

In his capacity as the AOPA's Great Lakes Ambassador, Andy covers six states...in the air when he can and on the ground when he has to. Andy's outlook is expressed by his attitude and message: there is a lot of good news in the aviation world today. "In my association with aviation, which is going on 25 years now, I don't remember ever seeing as much positive news."

Some of the major items that AOPA has taken the lead on are described below. Click on the links that follow each topic's paragraph to open a new window where you can find more information.



Among the topics discussed was Third Class Medical Reform, what the FAA now refers to as BasicMed which took effect on May 1, 2017. Andy reported that over 27,000 pilots have taken advantage of the new guidelines. These are pilots who previously would have been kept from flying due to medical issues and the prohibitive costs of required annual medical tests. Since taking effect, there hasn't been a single instance of any participating pilot having an accident due to medical incapacitation. For those interested in advantages of BasicMed, both the AOPA and Mayo Clinic have free on-line tools to help pilots learn about and operate under the new regulations. <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-pilots> and <https://basicmed.mayo.edu/>

Also, the subject of ATC Privatization has popped back into the news with President Trump's proposed budget. The AOPA has been working closely with the EAA and with members of Congress to insure that the opinions of private pilots are heard in Washington. "You and I, as American taxpayers, have invested a huge amount of money into the air traffic control system." Privatization could have a serious negative impact on general aviation. It's a topic that is worthy of our close attention. <https://www.aopa.org/news-and-media/all-news/2017/june/29/take-a-stand-against-atc-privatization>

Andy explained the FAA's recent Compliance Policy. Previously, the FAA only had an Enforcement Policy which spelled out how you were going to be punished if you did something wrong. Any breach of the rules was viewed as a serious violation that could leave you with a suspended or revoked pilot's certificate. The new protocol takes a less heavy-handed, more common sense approach when inadvertent infractions of the FARs occur. If you make a simple error for any number of reasons, the FAA can now choose to require remedial training rather than a more rigid enforcement action.

<https://www.aopa.org/news-and-media/all-news/2016/february/pilot/counsel>

While fully recognizing that FBOs need to be sustainable businesses, the AOPA has gone after the small number of them that abuse the privilege. UGN was one of those, charging outrageous fees to use what is a public facility. "The issue here is fairness. Signature did not build the Waukegan National Airport. You and I did, and every other American taxpayer." Through pressure applied to the FAA by the AOPA, Signature Flight Support, the FBO at Waukegan National Airport changed their egregious fee structures. "The bottom line on this is that you, as pilots, have rights."

<https://www.aopa.org/news-and-media/all-news/2017/march/30/aopa-battling-excessive-fbo-fees>

AOPA's General Aviation Update- continued from previous page

After 10 years of planning and research, unleaded replacements for standard AvGas are scheduled to become a requirement. At the end of 2018, airports will be required to stop selling leaded fuels. The good news is that several viable formulations are already available. The even better news is that they may prove to be less expensive! While the logistics of clearing storage tanks and getting shipments of the new gas may cause some headaches for airports, the change-over for pilots is expected to be a non-event. The old and new formulations are compatible and will not require any changes within the GA fleet. However, owners of aircraft with more unique engines, like warbirds and antique aircraft that may require leaded fuels are in for a more difficult time. Not surprisingly, the EAA is spearheading methods of resolving these challenges.

https://www.eaa.org/en/eaav/aviation-advocacy-and-safety/aviation_advocacy/top-aviation-issues/unleaded-fuel and <https://www.aopa.org/news-and-media/all-news/2017/july/27/swift-fuels-expands-unleaded-avgas-distribution-network>

In other good news, Andy offered all pilots his congratulations on the decreased accident rate over the past few years. The AOPA Air Safety Institute (ASI), funded through contributions to the AOPA Foundation, deserves considerable credit for the reduced rate. They have been producing free live programs, on-line courses and videos to help pilots fly safer for many years. These may be accessed by clicking <https://www.aopa.org/training-and-safety/air-safety-institute>

Some sobering news: the number of certificated pilots continued its dramatic decline, with more than a 25% drop since 1980. Even worse is the news about new pilots: 50,458 Private Pilot Certificates were issued in 1980. Last year, there were just 14,202.

Andy described the impact that the EAA, AOPA, flying clubs and high schools can have. We can be instrumental by involving young people in aviation, as evidenced by our own hosting and participation in local Young Eagles events. The AOPA is developing a full, 4-year aviation STEM (Science, Technology, Engineering and Mathematics) curriculum to be offered to high schools across the U.S. at no cost. In addition, they currently provide high-school Flight Training Scholarships amounting to a quarter-million dollars. <http://youcanfly.aopa.org/high-school>

They also offer support to flight schools thru on-line surveys that help point out strengths and define areas of potential weakness. The annual AOPA Flight Training Experience Awards are presented to flight schools and CFIs that earn outstanding "report cards" as determined through the surveys. <https://www.aopa.org/news-and-media/all-news/2017/december/pilot/ycf-flight-training-experience-award>

If you are a rusty pilot who would like to get back to flying from the left seat, then the AOPA has just what you need. While job changes, family needs or medical issues may have caused you to take a break from flying, the AOPA's Rusty Pilots Resource Guide offers all the information needed to help you get current. <https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots>

This year, the AOPA will be hosting a number of two-day fly-ins in various regions of the country, presenting their positive message about the future of General Aviation. Workshops, seminars and a chance to connect with other enthusiasts offer the chance to learn, experience and explore all things aviation. Check out the schedule at <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins>

Back when the EAA and AOPA were much younger organizations, some of us remember a kind of competition that existed between them. Today, with leadership changes and maturing attitudes on both sides, there is recognition that we need each other's talents, energy and expertise. The fact is that over 80% of EAA members are also AOPA members. Both organizations are working with us and for us, toward goals that are mutually beneficial.

In Andy Miller, we not only found a fellow EAAer, but also a friend at the AOPA. We're pleased to have you, Andy!

EAA Chapter 932 Contact Information

President: Arnie Quast (815) 403-1696 president@eaa932.org

Vice President: Bill Tobin (847) 260-1328 vp@eaa932.org

Secretary: Paul Sedlacek (847) 949-6850 secretary@eaa932.org

Treasurer: Joe Feigel (815) 276-5345 treasurer@eaa932.org

Newsletter Editor: Kim Feigel (815) 403-5662 editor@eaa932.org

Webmaster: Meira Leonard (815) 245-3110 webmaster@eaa932.org

Young Eagles Coordinator: Chick Clemen (847) 275-8803 youngeagles@eaa932.org

Membership Chairperson: David Carlson (847) 275-6248 membership@eaa932.org

Scholarship Committee Chairperson: Beth Rehm (847) 530-8014 scholarships@eaa932.org

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Traffic is published monthly and electronically distributed to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to the distribution list, please contact editor@eaa932.org."

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 gatherings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport Contact Information

Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Owners: Diane and Claude Sondag dsonday905@aol.com

Airport Manager: Justin Cleland, (815) 648-2433, FBO@galtairport.com

Director of Maintenance: Brian Spiro, (815) 648-2642 Maintenance@galtairport.com

Office: Rebekah Busse, (815) 648-2433 Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

Airport Business Hours: 8:00 a.m. to 5:00 p.m. Monday through Sunday (winter hours)